

Mr. Sloper -
Ph 81-222-8317
NAVY Sea Systems Cmd
Small Boat Section

LCM-8

COST to USN 292K (300K) Funded
to Fix-UP
USN to fund -
Ship to CLNC -
ETA = CLNC -
Hull #?

~~Naval Support Activity~~

(late Aug - early Sept.)
LCM-8 to arrive

W

HEADQUARTERS, MARINE CORPS BASE
CAMP LEJEUNE, NORTH CAROLINA

Date _____

From: Assistant Chief of Staff, Training
To:

Subj:

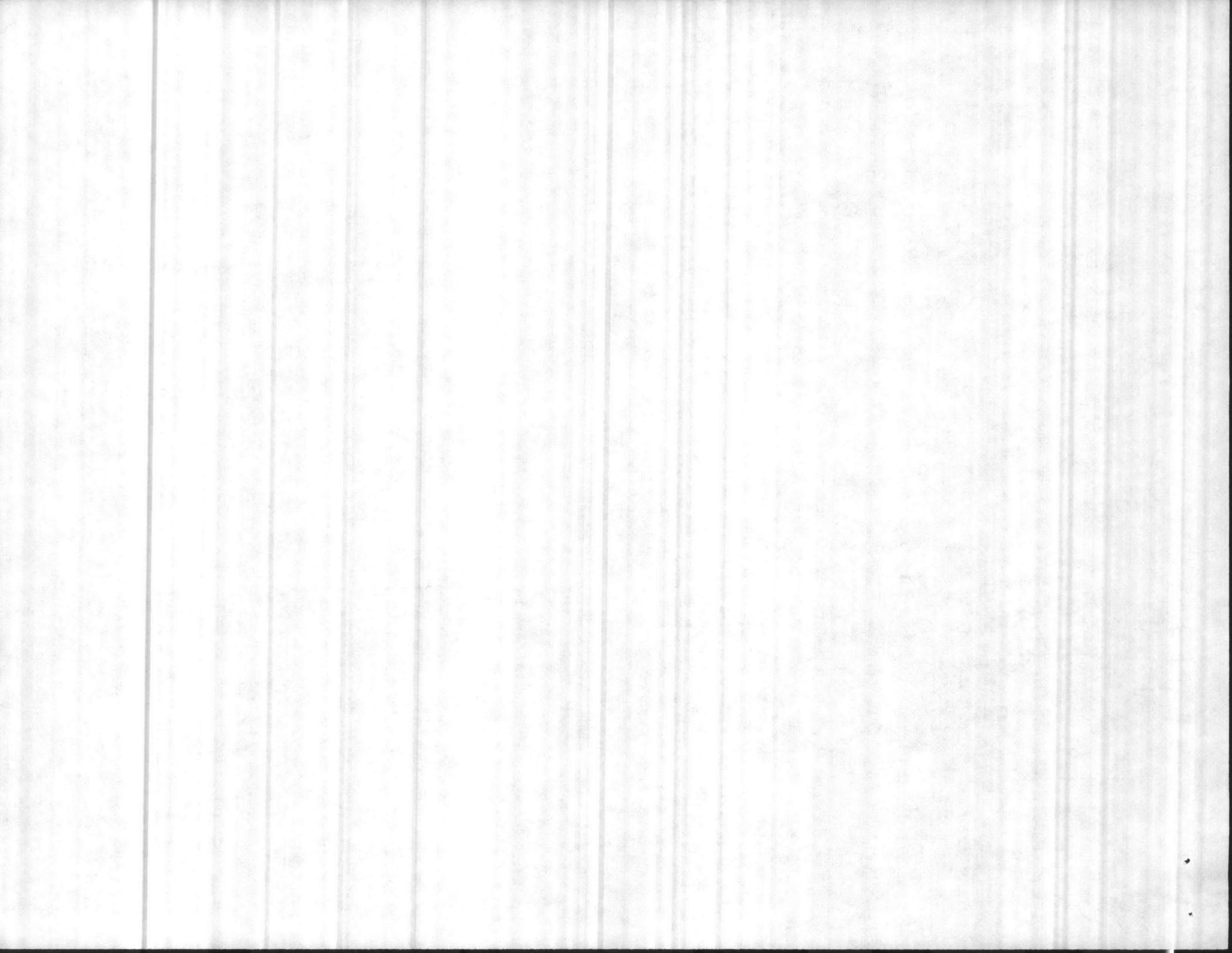
Mr. Sloper - Ph Autowon
222-8317
NAVY Sea Systems Cmd
Small Boats Section

LCM-8 Cost to USN 292K
to Fix-up.
USN to fund it
and ship it.

Probably take 6 months to fix it
up have to get 3rd quarter funding
Boat to be fixed up at San Diego, CA.

Autowon 222-8317

POC = San Diego -
958-2536



Naval Speedletter

DO NOT CLEAR THROUGH
COMMUNICATIONS OFFICE

CHECK TYPE OF MAIL		CLASSIFICATION	DATE
<input checked="" type="checkbox"/> REGULAR	<input type="checkbox"/> REGISTERED	UNCLASSIFIED	30 Nov 83
<input type="checkbox"/> AIR	<input type="checkbox"/> CERTIFIED	IN REPLY REFER TO (ADDRESS & PHONE NO.)	
<input type="checkbox"/> SPECIAL DELIVERY		91154:ELS/hrc	Ser: 6309

INSTRUCTIONS

1. Message type phraseology is permissible.
2. Both addresses must be appropriate for window envelope or bulk mailing, as intended. Include attention codes, when known. Use dots and brackets as guides for window envelope addresses.
3. Give priority to processing, routing, and action required. Avoid time-consuming controls.
4. In order to speed processing, a readily identifiable, special window envelope, OPNAV 5216/145A, Speedletter Envelope, is provided for unclassified speedletters where bulk mailing is not used. Other window envelopes also may be used. In bulk mail, speedletters should be placed on top of regular correspondence.

To:
 • Commanding General
 U.S. Marine Corps Base
 Camp LeJeune, NC

Fold STANDARD REFERENCES AND ENCLOSURES, IF ANY: TEXT AND SIGNATURE BLOCK

Subj: Increase in Allowance for One LCM-8; request for

Ref: (a) MCB, Camp LeJeune NC ltr TRNG/MDS/KAK Ser 4000 of 3 Oct 83
 w/endorsement
 (b) OPNAV INST 4780.5P SABAR Boat Location Code 600004/M

1. Reference (a) requested that the Marine Corps Base, Camp LeJeune boat allowance be increased to add one LCM-8 craft to provide tracked vehicle (M60A-1 Tank) access to the western sector of Camp LeJeune's training facilities.

2. NAVSEA concurs with the reference (a) justification for the increase in allowance at Marine Corps Base, Camp LeJeune to add one LCM-8 and will include this new allowance in the next update of reference (b). However, the only craft of this type in stock are not-ready-for-issue and refurbishment of one of these craft cannot begin prior to 1 January 84 when 2nd quarter Fy84 boat rehab funding becomes available. NAVSEA will include this requirement in the 2nd quarter FY84 boat rehab program and will keep all concerned advised as to the schedule for the craft's completion and delivery.

Fold

Bruce C. Howie

B.C. HOWIE
By direction

DSC: 2 Feb 84

Commandant of the Marine Corps
 SUPSHIP San Diego (Code 6221, Jan Post)

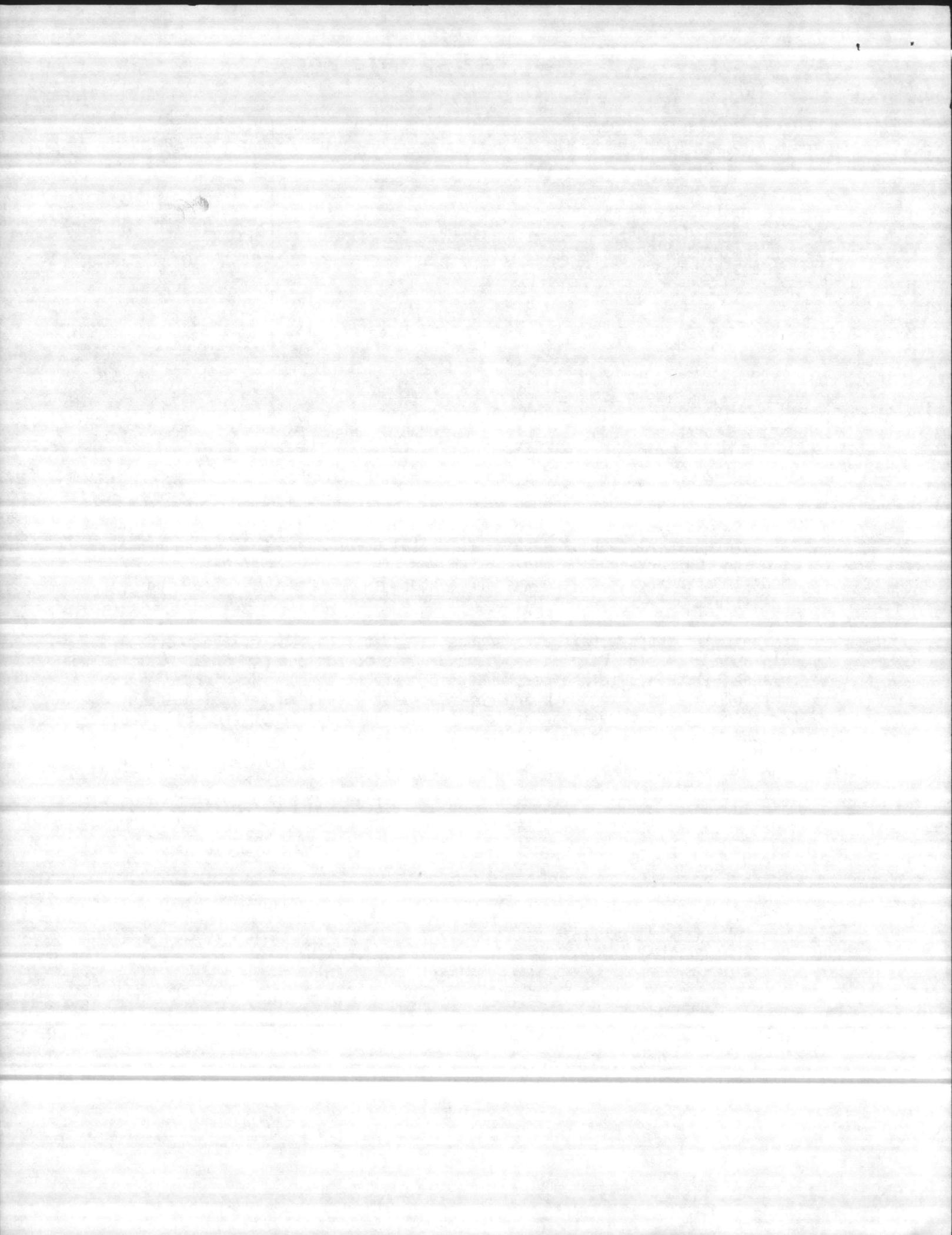
Delivery date - Aug 84

*① Fully refurbished & white
 ② Del. land or ship
 222-9317*

ADDRESS REPLY AS
 SHOWN AT LEFT; OR, RE-
 PLY HEREON AND RETURN

From:
 • Commander,
 Naval Sea Systems Command
 Washington, DC 20362

CLASSIFICATION
UNCLASSIFIED





DEPARTMENT OF THE ARMY
WILMINGTON DISTRICT, CORPS OF ENGINEERS
P. O. BOX 1890
WILMINGTON, NORTH CAROLINA 28402

December 5, 1983

IN REPLY REFER TO

Economic and Social Analysis Branch
Plan Formulation Branch

Commanding General
Marine Corps Base
Attention: Assistant Chief of
Staff-Training
Camp Lejeune, North Carolina 28542

Dear Sir:

In recent years this office has been involved in studies for the purpose of determining the feasibility of maintaining a deeper channel at New River Inlet which has an authorized depth of 6 feet. Our studies should include analyses of any beneficial or adverse effects to the Marine Corps Base and associated operations from considered improvements. Present scheduling calls for submission of our draft report in February 1986.

Previous correspondence with the base (Reference: TRNG/HDG/nlm 11102, July 5, 1977) has indicated that effects would include:

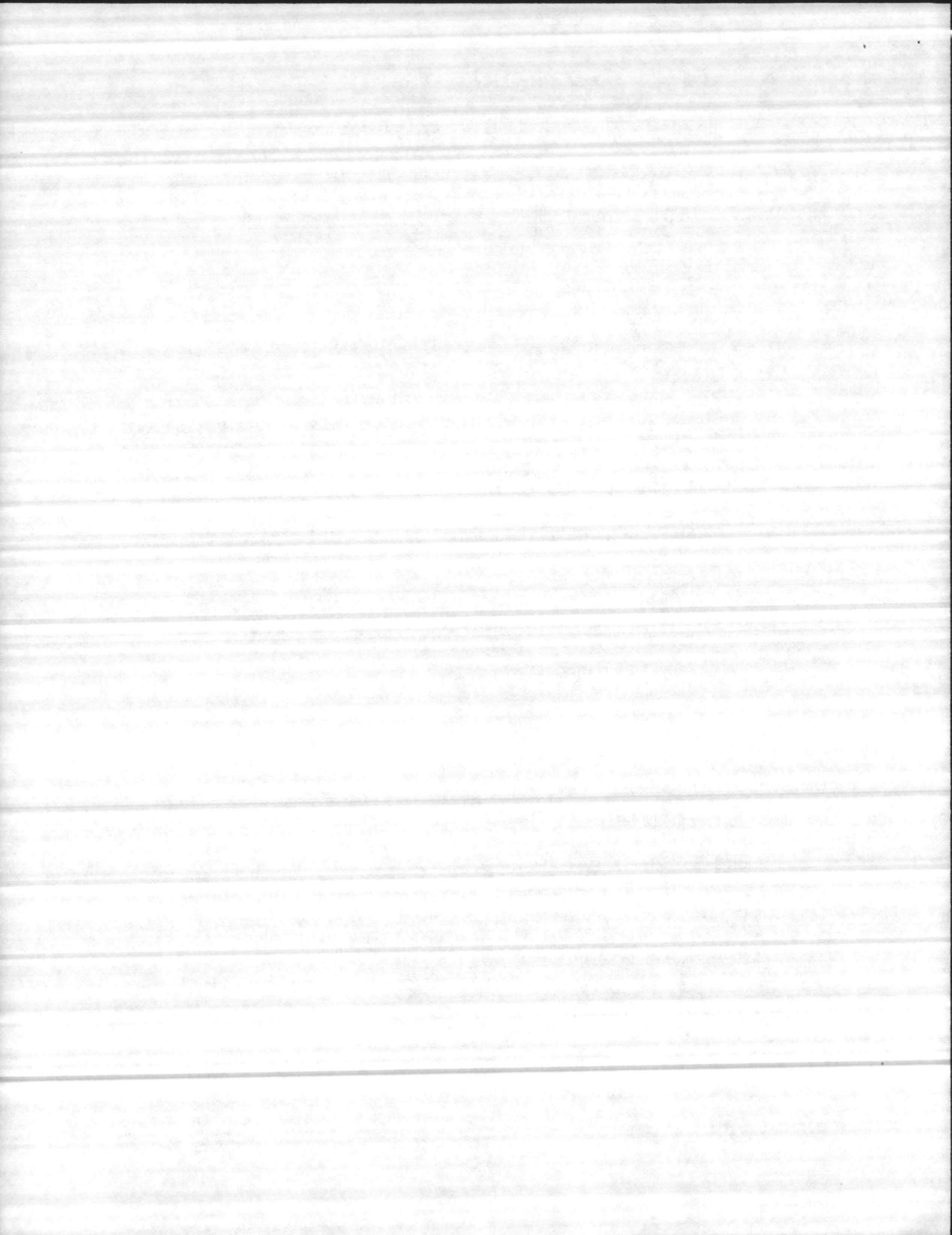
a. Beneficial effects:

- Improved safe operation of the three 36-foot boats used by this Base and its tenant commands for safety and security during the conduct of offshore training operations.

- Reduced downtime¹⁴ for these same boats due to damage to the hull, shafts, rudders, and screws resulting from grounding. During the Fall of 1976, one of these crafts underwent a major overhaul in drydock due to hull damage caused by grounding.

- Increased flexibility for training operations and operational mount-out resulting from use of the protected embarkation ramp located at Mile Hammock Bay. Under current conditions, assault craft of amphibious shipping (LCU's, LCM-8's, etc.) cannot traverse the bar at the Inlet under other than ideal conditions.

- Possible water quality improvements in the New River and its tributaries resulting from increased dilution and improved flushing action to and from the open sea.



b. Adverse effects: Most adverse effects would center on increased usage of New River by nongovernmental elements: commercial and private crafts. Use of New River and its littoral by Marine Corps organizations would be more complicated and the possibility of increased accidents would certainly be present.

To date, monetary values associated with these effects have not been quantified.

Also, our files indicate that in the 1960s, plans were developed and partial construction occurred for facilities which would permit direct loading and offloading at LST's with a draft of 16.8 feet on the base at Mile Hammock Bay rather than at Morehead City. Presumably, savings of time and money would be realized along with increased security.

We would appreciate current information regarding the above and any additional information you may have by January 15, 1984. If needed, personnel from this office are available to discuss this matter at your convenience by telephone or in your office. The study coordinator is Mr. Ronald Fascher, and he may be reached by telephone on FTS at 671-4783 or commercial at 919 343-4783.

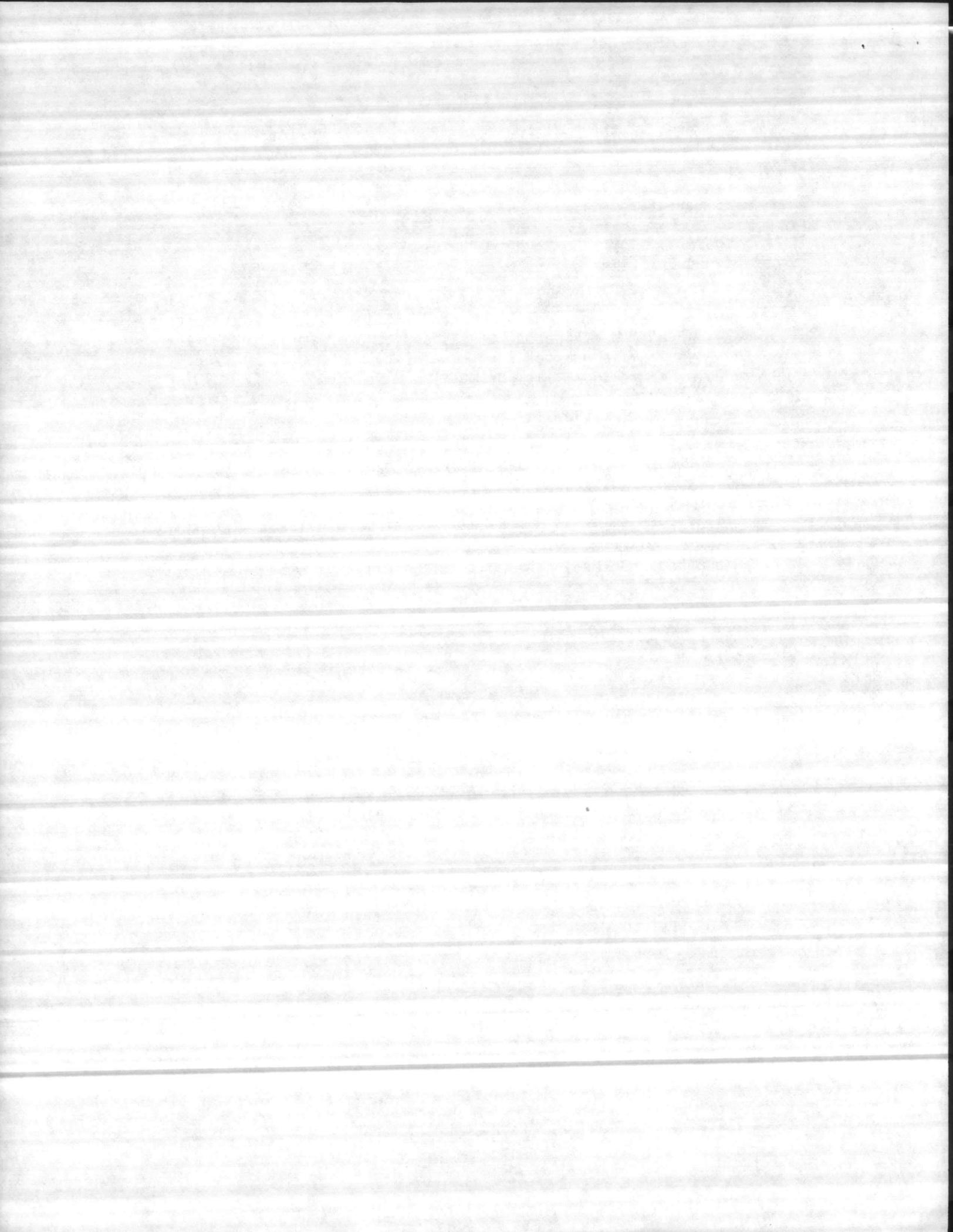
Your cooperation in this matter is greatly appreciated.

Sincerely,



Bernard F. Ingram
Chief, Planning Division

Weil Point to -
Rhodes Point -



DEPARTMENT OF THE NAVY
Memorandum

FAC/REA/nhh
11000

DATE: 27 JAN 1984

FROM: Assistant Chief of Staff, Facilities

TO: Assistant Chief of Staff, Training

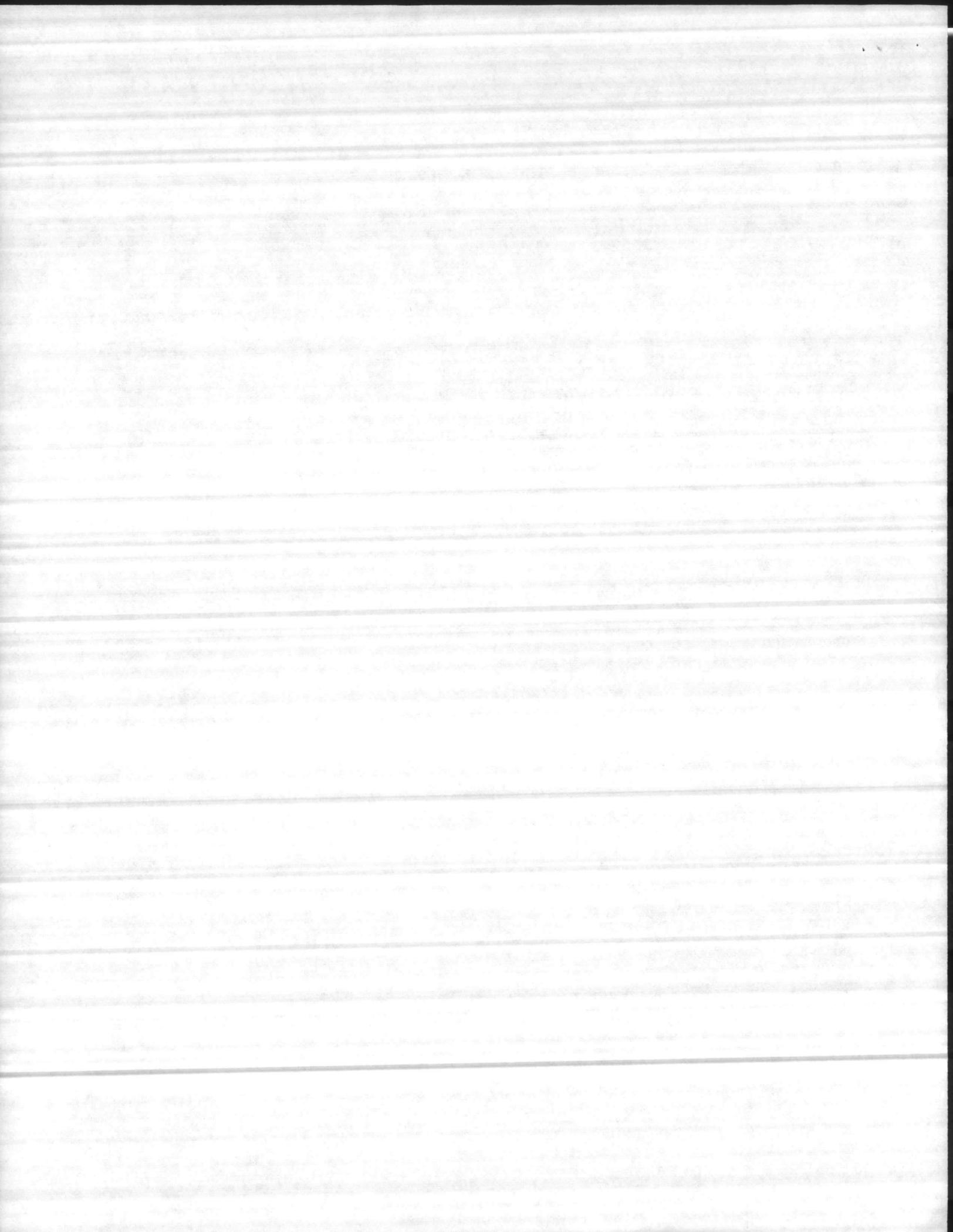
SUBJ: New River Inlet Study for Army Corps of Engineers (USACOE) Project

Encl: (1) Draft Response to COE Request for HQMC Review of Project

1. Per discussions between LTC WEIDNER, Deputy Assistant Chief of Staff, Training, and Mr. Alexander, Facilities Environmental Engineer, a proposed response to the Army request is provided. We suggest that the HQMC Training staff be provided this opportunity for input to the COE project.

2. Point of contact is Mr. Alexander, ext. 3034.

J. M. Fitzgerald
M. G. LILLEY

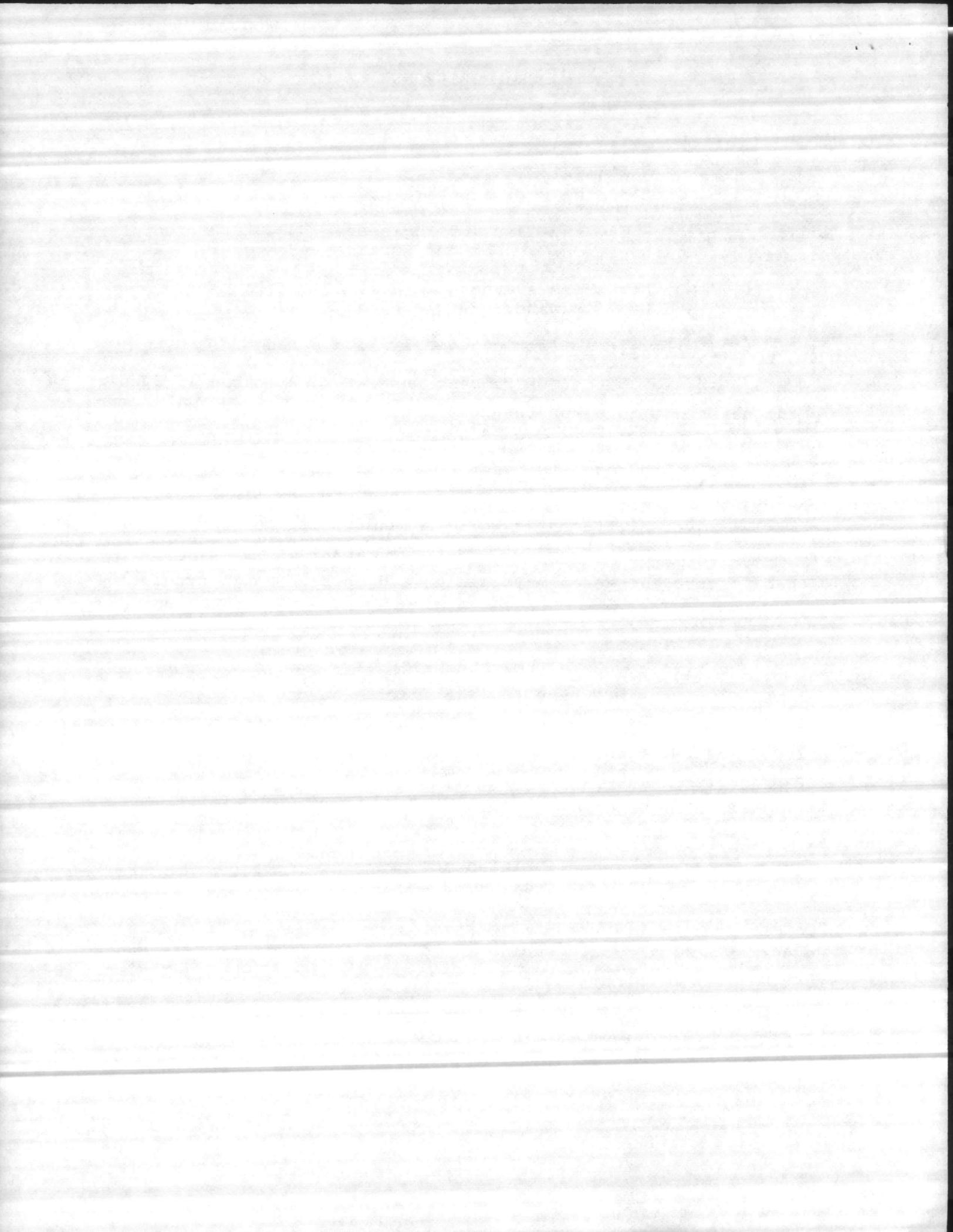


DRAFT RESPONSE

FAC/REA/nhh
11000

From: Commanding General
To: Commandant of the Marine Corps (Code T)
Subj: United States Army Corps of Engineers (USACOE) Project:
West Onslow Beach Erosion and Hurricane Protection
Ref: (a) Mtg btwn Messrs. Fascher, Jarrett and Patchell, USACOE
and Mr. Alexander, FAC, MCB on 11 Jan 84
Encl: (1) Wilmington District, COE ltr dtd 5 Dec 83

1. The response to the COE request was extended beyond 15 January by the reference to allow for HQMC review of these matters.
2. The enclosure requests input to the ongoing feasibility study for the subject project which encompasses the New River Inlet. Potential adverse effects as well as benefits to the Marine Corps are being examined by the COE. Per the reference, alternative methods of providing and maintaining a deeper channel through the Inlet were discussed.
3. In order to complete the economic analysis of the project costs and benefits, the COE requests information on the military-essential uses of the New River Inlet by FMF units. This information should address the relationship of the Mile Hammock Bay facility to the COE project.
4. A primary consideration in the study is the proposal for jetty construction with annual maintenance dredging. The northern end of the jetty would be located on MCB property which has been designated as part of the Coastal Barrier System by the Coastal Barrier Resources Act of 1982. During the discussions per the referenced meeting, COE personnel stated that the project justification must conclude that the project supports "military activities essential to national security" in order to comply with the Act.



5. This command requests assistance in responding to the COE through HQMC review of future training and operational considerations involving the New River Inlet. Point of contact for this matter is Mr. Bob Alexander, MCB Environmental Engineer, AV 484-3034.

T. M. STOKES, JR.

Copy to:

Wilmington District, USACOE (w/o encl)

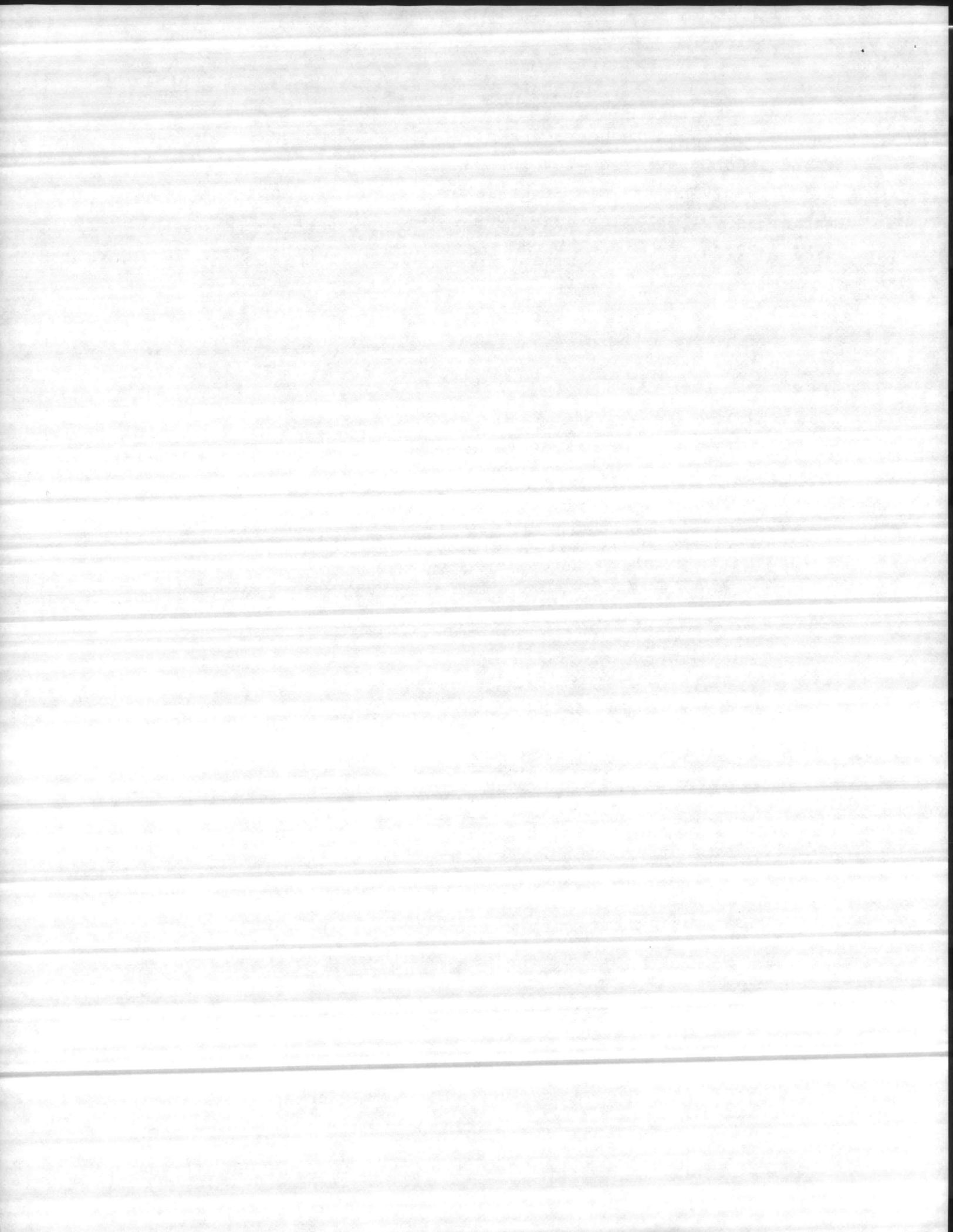
CMC/LFF-2

Blind copy to:

PWO

SJA

NREAD





DEPARTMENT OF THE ARMY
WILMINGTON DISTRICT, CORPS OF ENGINEERS
P. O. BOX 1890
WILMINGTON, NORTH CAROLINA 28402

December 5, 1983

IN REPLY REFER TO

Economic and Social Analysis Branch
Plan Formulation Branch

Commanding General
Marine Corps Base
Attention: Assistant Chief of
Staff-Training
Camp Lejeune, North Carolina 28542

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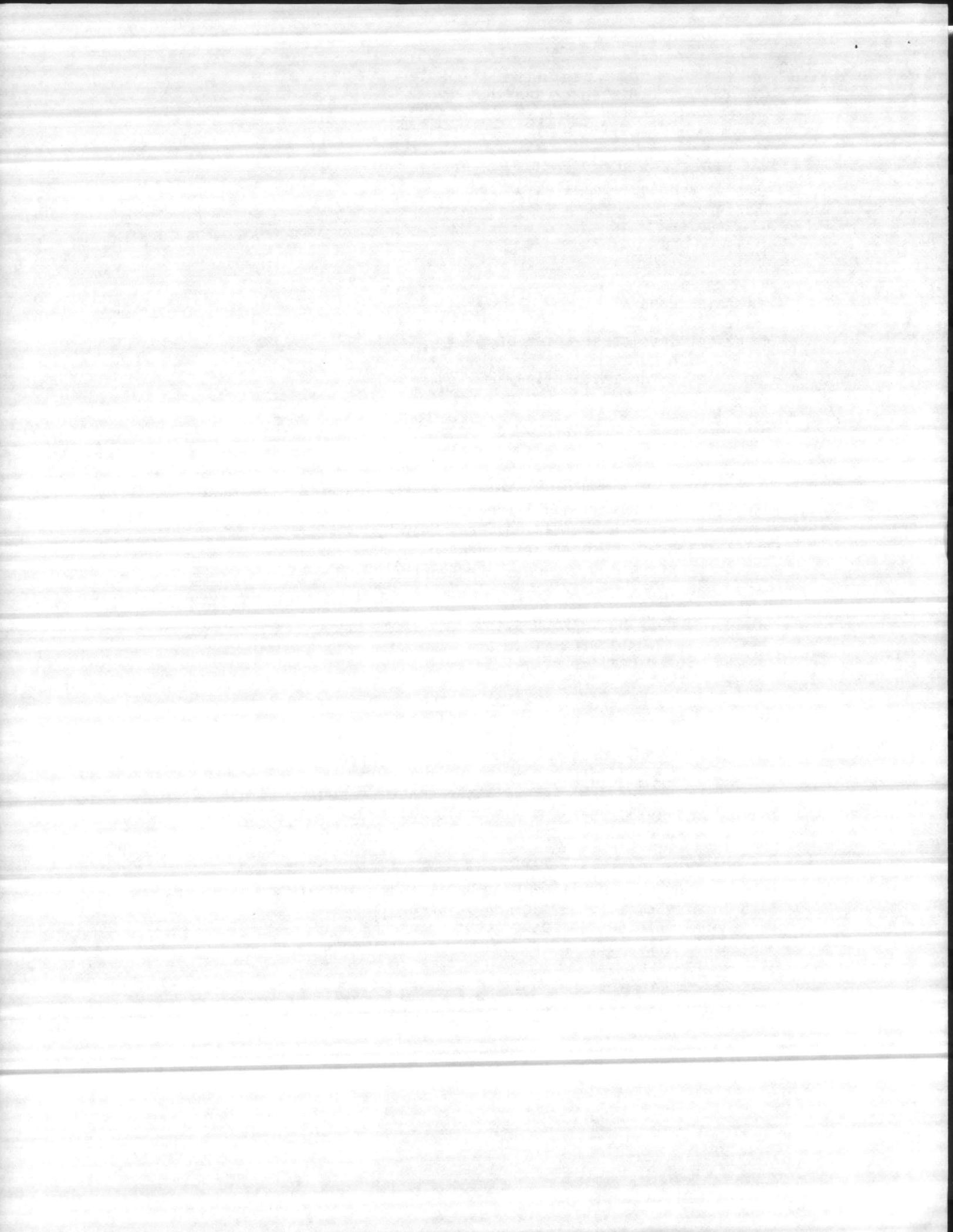
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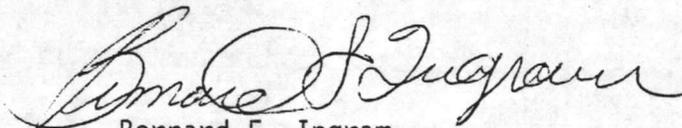
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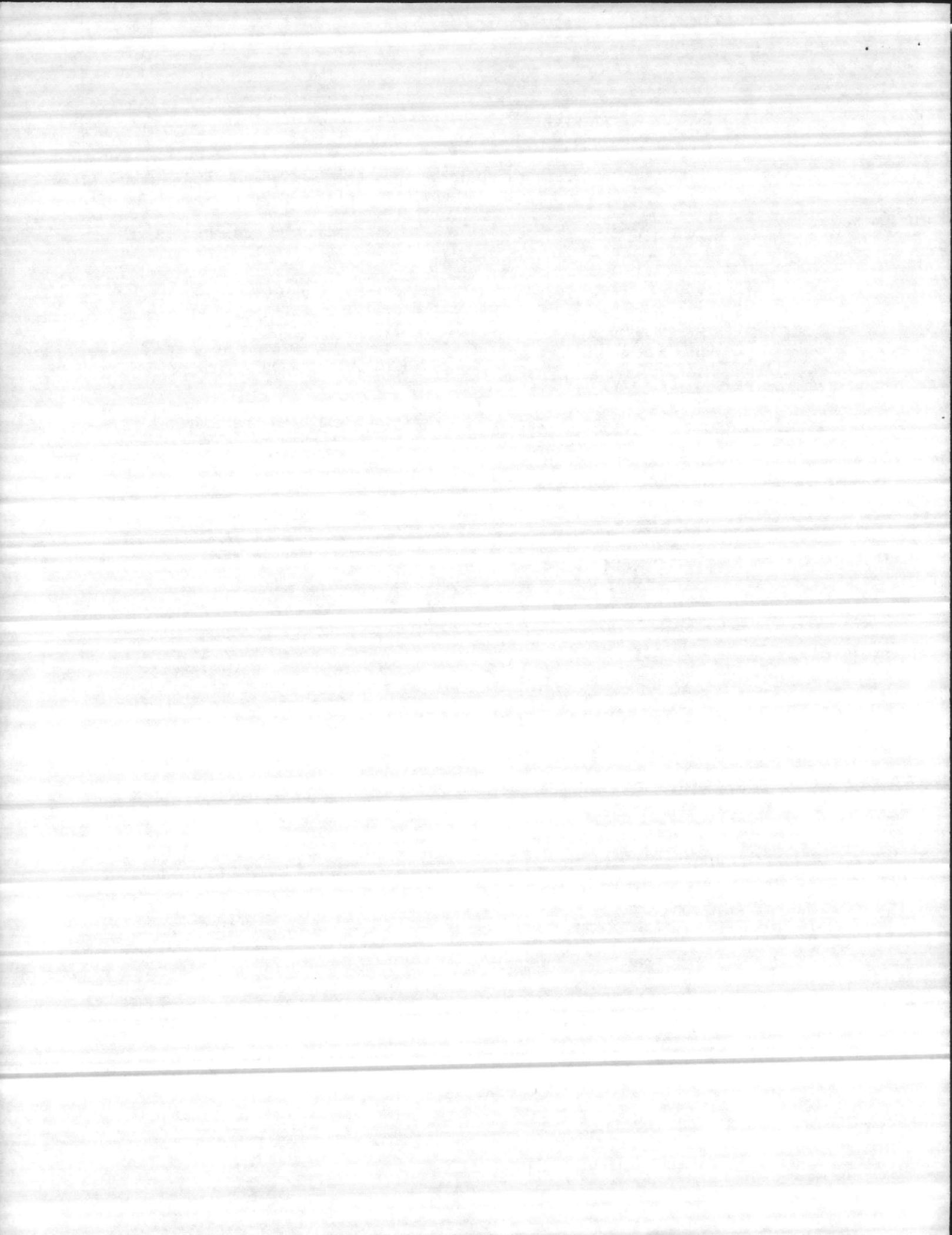
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Your cooperation in this matter is greatly appreciated.

Sincerely,



Bernard F. Ingram
- Chief, Planning Division





UNITED STATES MARINE CORPS
MARINE CORPS BASE
CAMP LEJEUNE, NORTH CAROLINA 28542

IN REPLY REFER TO
TRNG/RJW/ekd
11000
2 Feb 1984

From: Assistant Chief of Staff, Training
To: Assistant Chief of Staff, Facilities

Subj: Dredging of New River Area from Weil Point to Rhodes Point
to Allow the Waterborne Operation of an LCM-8 Boat

Ref: (a) CG MCB ltr TRNG/MPS/kak over 4000 dtd 3 Oct 1983
(b) Naval Speedltr from Cmdr Naval Sea Systems Cmd dtd
30 Nov 1983
(c) CO, 2d Recon Bn Hydrographic Survey of Weil Pt to
Rhodes Pt
(d) Mtg btwn LtCol WEIDNER and Mr. Alexander of 1 Feb 1984

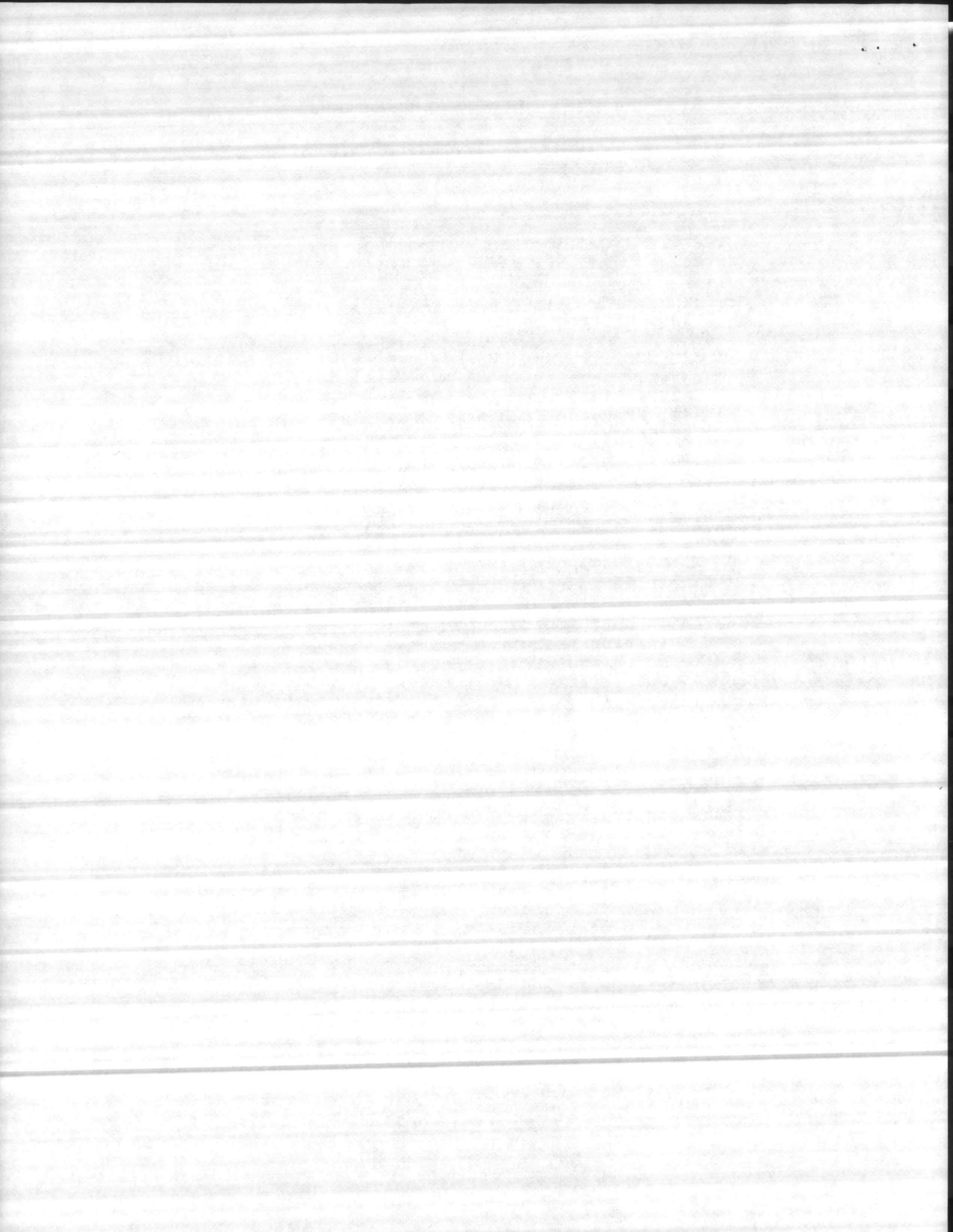
1. Reference (a) addressed to Commander Naval Sea Systems Command requested an LCM-8 landing craft to support tenant Fleet Marine Force amphibious training requirements as set forth below:

a. To provide tracked vehicle (M60A-1 Tank) access to the western sector of Camp Lejeune's training facilities due to restricted road and bridge capacities into these areas. The increased emphasis of mechanized infantry operations combined with future mechanized equipment acquisitions requires maximum usage of all training areas. The present road/bridge restriction reduces mechanized training areas from 67,000 acres to 30,000 acres. Accordingly, reduced training areas combined with constrained movement precludes complete training area support for realistic combat training of the Fleet Marine Forces combat ready commands.

b. The Marine Corps' amphibious mission requires that driver training/proficiency for prime movers for artillery pieces, various support vans and tracked vehicle operators in loading and unloading operations on landing craft (LCM-8) be accomplished.

2. By reference (b), the Commander Naval Sea Systems Command concurred with reference (a) and refurbishment of an LCM-8 was scheduled to begin after 1 January 1984 with estimated completion and delivery date not later than May or June 1984.

3. Reference (c) is the Hydrographic Survey completed by 2d Reconnaissance Battalion of the water area between Weil Point and Rhodes Point which was provided to Mr. Alexander during reference (d). It lists the water gradient between these two points and provides the required information/work needed to be accomplished by dredging to enable an LCM-8 with the draft of under five feet fully loaded to operate in this area. The specifications of an LCM-8 landing craft were also provided to Mr. Alexander during reference (d).



4. The required primary work by the Division has been accomplished and it is requested that the required action be taken by Assistant Chief of Staff, Facilities to arrange for the necessary dredging work to enable the LCM-8 to start operating between Weil Point and Rhodes Point during June 1984.

J. R. Mcelroy Jr.

J. R. MCELROY, Jr..

